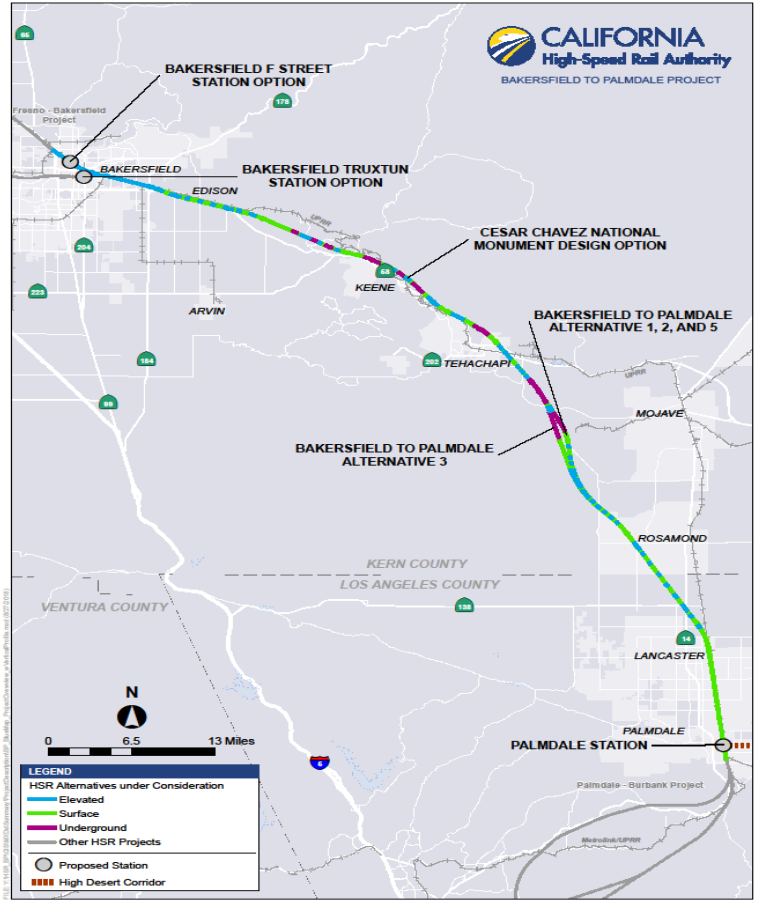
# BAKERSFIELD TO PALMDALE

# ENVIRONMENTAL PROCESS






# BAKERSFIELD TO PALMDALE PROJECT SECTION

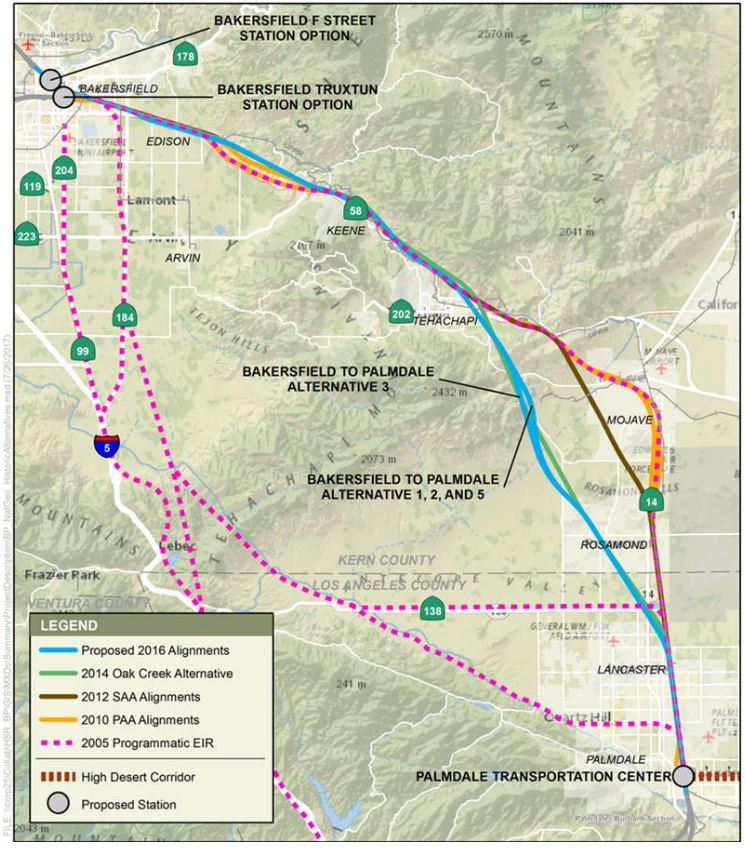
- Approximately 80 miles long
- Two proposed stations:
  1. Bakersfield (Central Valley) (F Street Station Preferred Option)
  2. Palmdale Transportation Center (Antelope Valley)

# ENVIRONMENTAL PROCESS & IDENTIFYING A STATE'S PREFERRED ALTERNATIVE

# ENVIRONMENTAL ANALYSIS

- Data Collection
- Literature Review
- Interviews
- Geographic Information Systems (GIS)
- Field Surveys
- Remote Sensing
- Modeling

# ALTERNATIVES DEVELOPMENT OVERVIEW



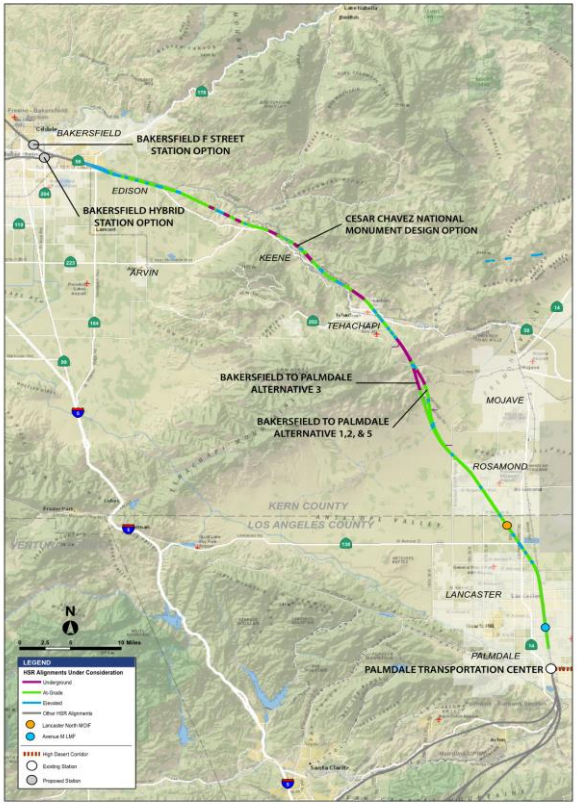

- 2005 Program EIR/EIS
- 2010 Preliminary Alternatives Analysis (PAA) Report
- 2012 Supplemental Alternatives Analysis (SAA) Report
- 2016 Supplemental Alternatives Analysis (SAA) Report

# IDENTIFYING THE STATE'S PREFERRED ALTERNATIVE

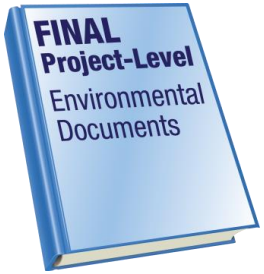
- The Authority's Board of Directors is scheduled to concur with or modify the State's Preferred Alternative in October 2018
- Federal NEPA law now encourages federal and state agencies to identify a Preferred Alternative *before* the release of the Draft Environmental Documents


# IDENTIFYING THE STATE'S PREFERRED ALTERNATIVE

- **Staff will recommend Alternative 2 as the State's Preferred Alternative in the Draft EIR/EIS**
- **Staff further recommends incorporation of the Cesar Chavez National Monument (CCNM) Design Option**
- **Alternative 2 with CCNM Design Option:**
  - Reduces travel time between Bakersfield and Palmdale
  - Does not require relocation of SR-58
  - Has fewer miles of tunnel construction
  - Consolidates rail line into one corridor in Lancaster
  - Results in fewer potential impacts to residents, businesses, community resources and the environment
  - Reduces noise and visual impact at CCNM
- **The final State's Preferred Alternative will be selected upon adoption of the Final Environmental Documents in 2020**



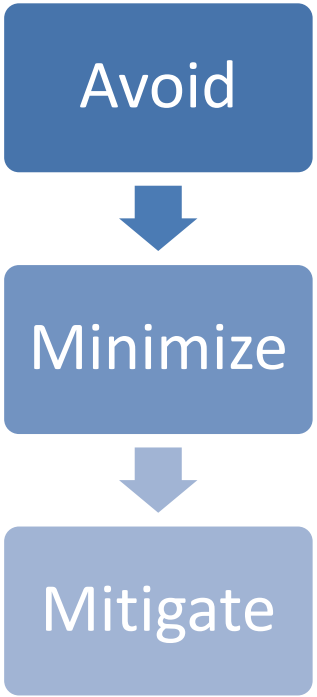
# ENVIRONMENTAL DOCUMENTS


- Aesthetics & Visual Quality
- Air Quality & Global Climate Change
- Biological Resources & Wetlands
- Cultural Resources
- Cumulative Impacts
- Electromagnetic Interference/Fields (EMI/EMF)
- Environmental Justice
- Geology, Soils, Seismicity & Paleontology
- Hazardous Materials & Wastes
- Hydrology & Water Resources
- Station Planning, Land Use & Development
- Noise & Vibration
- Parks, Recreation & Open Space
- Public Utilities & Energy
- Regional Growth
- Safety & Security
- Section 4(f) & Section 6(f) Evaluations
- Socioeconomics & Communities
- Transportation

# AVOIDING, MINIMIZING & MITIGATING POTENTIAL IMPACTS

- **Authority strives to:**
  1. **Avoid** adverse impacts
  2. **Minimize** impacts, when they cannot be avoided
  3. **Mitigate** impacts, when they cannot be avoided or minimized
- **Ongoing during Planning & Design**
  - » Based on community and stakeholder feedback
  - » Ongoing agency coordination

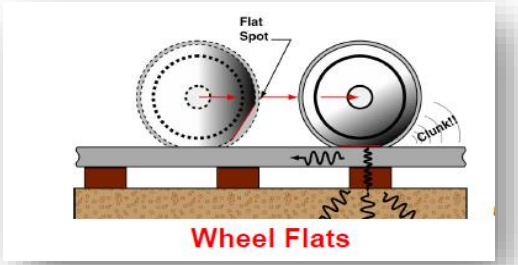


# AVOIDING, MINIMIZING & MITIGATING POTENTIAL IMPACTS: EXAMPLES

- **Noise**
  - Locate tracks as far away from sensitive noise receptors as feasible (avoid)
  - Use vehicle skirts on trains to reduce wheel/steel noise (minimize)
  - Construct noise walls (mitigate)
- **Property Impacts**
  - Locate tracks as far away from occupied properties as feasible (avoid)
  - Design project footprint as narrow as possible (minimize)
  - Prepare a relocation plan with focus on identifying available parcels closest to current locations (mitigate)
- **Temporary Construction Period**
  - Minimize noise by constructing during daytime & by use of quiet equipment
  - Reduce traffic impacts with detour plans & construction phasing
  - Reduce air pollution with dust suppression & low-polluting equipment

# NOISE MITIGATION MEASURES: EXAMPLES

- **Design**
  - » Sound barrier location/height/type determined if needed
  - » Stringent vehicle specifications to find quietest vehicles
  - » Provide insulation for noise sensitive buildings
- **Construction**
  - » Avoid nighttime construction in residential neighborhoods
  - » Re-route construction truck traffic along roadways that will cause least disturbance to residents
  - » Use moveable sound barriers at source of construction activity
- **Operations**
  - » Frequent wheel and rail grinding to minimize wheel flat noise
  - » Rail lubrication on sharp curves to minimize wheel squeal



# VISUAL MITIGATION MEASURES: EXAMPLES

- **Transparent sound barriers along elevated guideways**
  - » Where sensitive views may be blocked
- **Architectural catenary poles in sensitive areas**
  - » Historic districts, for example
- **Attractive designs on retaining walls**
- **Match existing bridges**
  - » Provide landscaping at abutments
- **Vegetative buffers & berms**

# BAKERSFIELD TO PALMDALE TIMELINE*

**Fall 2015**

Community Outreach

**Spring 2016**


Community Outreach

## DEVELOPMENT OF ALTERNATIVES

Engagement with Agencies & Community including Stakeholder Working Groups, Community Open Houses & Briefings

## IDENTIFY RANGE OF ALTERNATIVES

Engagement with Agencies & Community including Stakeholder Working Groups, Community Open Houses & Briefings

WE ARE HERE

**Fall 2018**


Community Outreach

## IDENTIFY & RECOMMEND STATE'S PREFERRED ALTERNATIVE

Ongoing Engagement with Agencies
Extensive Environmental Analysis
Preliminary Engineering

**Summer 2019**


Public Hearings

## DRAFT ENVIRONMENTAL DOCUMENT

Ongoing Engagement with Agencies & Community including Public Hearings, Stakeholder Working Groups, Community Open Houses & Briefings

**Summer 2020**


Approve & Adopt

## FINAL ENVIRONMENTAL DOCUMENT

* Subject to Change

# STAY INVOLVED

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